

WHAT IS CLAIMED IS:

1. A pedal support (1) for a vehicle, comprising: a bracket (9) which is secured in a bulkhead disposed in the vehicle between the passenger compartment of the vehicle and its engine room; a first shaft (3) which is secured in the bracket and is horizontal and transversely directed in relation to the direction of travel of the vehicle, a pedal arm (2) provided with a footplate (23) and pivotal about the first shaft; an operating device (22) which is secured in the pedal arm (2) a distance from the first shaft and which is disposed for activation or control of a vehicular function, for example a braking function, characterised in that the first shaft (3) is movably disposed in the bracket (9) in the direction of travel of the vehicle; that the first shaft has a normal position locked by means of a locking device (13); that the locking device is, in the event of a collision, openable so as to permit displacement of the first shaft (3) to a safety position where the footplate (23) has been moved away from the legs/feet of the vehicle driver, but where the function of the operating device (22) is at least partly retained.
2. The pedal support as claimed in Claim 1, characterised in that said first shaft (3) is displaceable to the safety position when said locking device (13) is in a triggered position; and that an arrest member (30) is disposed along the path of displacement of the shaft (3) with a view to disposing the shaft in said safety position after displacement, in which safety position the pedal arm (2) continues to be movably disposed about said first horizontal shaft and may have an effect, but with reduced function.
3. The pedal support as claimed in Claims 1 and 2, characterised in that the ends (5, 6) of the first horizontal shaft (3) are disposed at fulcrums (7, 8).
4. The pedal support as claimed in Claim 3, characterised in that said fulcrums (7, 8) are movably disposed about a second horizontal axis (10).
5. The pedal support as claimed in Claims 1 to 4, characterised in that the fulcrums (7, 8) are capable of pivoting to said second position.
6. The pedal support as claimed in Claims 1 to 5, characterised in that the second horizontal axis (10) is disposed at the bracket (9).

7. The pedal support as claimed in Claim 1, **characterised in that** said first horizontal shaft (3) is disposed on a slide (28).

8. The pedal support as claimed in Claim 7, **characterised in that** said slide (28) is
5 movable to said second position.

9. The pedal support as claimed in Claim 7 or 8, **characterised in that** the slide (28) is disposed in a guide (29).

10. The pedal support as claimed in Claim 9, **characterised in that** the arrest member (30) is disposed in the guide (29).

11. The pedal support as claimed in Claim 9 or 10, **characterised in that** the guide (29) is disposed at a bracket (9).

12. The pedal support as claimed in Claim 7, **characterised in that** a spring means is disposed against the slide (28) with a view to displacing the slide when the locking device (13) is triggered.

13. The pedal support as claimed in Claim 9, **characterised in that** the locking device (13) is disposed in the guide (29).

14. The pedal support as claimed in Claim 12 or 13, **characterised in that** the locking device (13) is a spring lock.

15. The pedal support as claimed in Claim 1, **characterised in that** the triggering of said locking device (13) is initiated by an impulse from a sensor disposed in the vehicle.

16. The pedal support as claimed in Claim 1, **characterised in that** the triggering of said
30 locking device (13) is initiated by a relative movement between an actuator and a part in the vehicle.

17. The pedal support as claimed in Claim 16, **characterised in that** the relative movement is transferred to the locking device (13) by means of a mechanical arrangement.